



TOWN OF LEXINGTON
PLANNING OFFICE

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Amanda Loomis, Planning Director
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To: Planning Board
 From: Molly Belanger, Planner
 Re: Major Site Plan Review, 440 Bedford Street
 Date: October 8, 2021

Property Information	
Project Address	440 Bedford Street
Parcel ID	Map 84, Lot 41F
Applicant/Owner Name	Trammell Crow Company/Ayushi LLC
Type of Review	Major Site Plan Review
Public Meetings	October 6, 2021 continued to October 13, 2021

Important Dates/Timelines	
Stamped by the Town Clerk	September 1, 2021
Development Review Team Meeting	September 29, 2021
Decision Deadline (60 days following the date of the public hearing)	October 31, 2021

Property Information	
Zoning District	CM (Manufacturing)
Property Size	261,368 SF
Existing Conditions	<p>The property has four buildings, off-street parking, a swimming pool operated by the hotel, and associated site improvements for hotel and restaurant uses.</p> <ul style="list-style-type: none"> • The hotel (Quality Inn & Suites at Lexington) utilizes three of the buildings. • A former restaurant use utilizes the fourth building.
Environmental Conditions	<ul style="list-style-type: none"> • Wetlands and surface water surround the property except for the property frontage on Bedford Street. • On September 27, 2021, the Applicant went before the Conservation Commission for a Notice of Intent (NOI). At such time, the Conservation Commission has requested an independent peer review consultant.

Project Information

The Project proposes to raze the four existing structures and construct a new six-story, 354,971SF life science building, plus a six-story 575 parking space garage. Approximately 7,500SF of the ground floor nearest Bedford Street of the proposed structure will be utilized as commercial space.

Transportation and Parking

- Two driveways on Bedford Street access the Project. Of the two curb cuts, one only serves as an entrance-only option, requiring vehicles to access the site via right-hand turns off Bedford Street. The second curb cut allows for access in and out of the site, with only right-hand turns in and out.
- The site is circulated by a twenty to a thirty-foot wide driveway that varies from one-way to two-way travel around the proposed structure. A twenty-foot wide emergency access path is proposed as grass is provided around the proposed parking garage.
- The Project will include the construction of a six-story off-street parking garage (31,944SF) located the southwest (rear) of the site and will accommodate 575 off-street parking spaces. The project will further provide fifty-four surface off-street parking spaces located near the front of the proposed structure (fourteen spaces to the north side of the structure, thirty-three spaces located between the proposed structure and Bedford Street, and nine spaces to the south side of the structure) intended for either the commercial use or visitor parking.
- The project includes two areas near the surface off-street parking for short-term bicycle parking and long-term bicycle parking in the parking garage.
- The project includes three loading docks on the northeast side of the structure.

Parking Provided:

Vehicle Parking	Parking required			Provided	Notes
	Restaurant	1 space for 150 SF Project = 7500SF	40	56 exteriors	
	Manufacturing/Lab	1/500 SF Project = 261,977 (net)SF	524	575 interiors	
	Total		564	631 totals	67 over required
Van pool parking		11		11	
EV		26		26	Where will these be located

Bicycle		37		37	Where will these be located

Environmental

- The Applicant is proposing a minor filling within the 100-year base flood elevation on site. The area within the 100-year base flood elevation borders lands subject to flooding under the Wetland Protection Act. The project has been designed to show an area of compensation accordingly per the Conservation Commission’s regulation. Figure 1 shows an approximate location of the wetlands area in relation to 440 Bedford Street. Such effort will require review and approval by the Conservation Commission.
- Although the project proposes filling a portion of the 100-year base flood elevation, the side reduces its impervious coverage by 41,647sf.

Previous Special Permits & Variances

Project history includes variances and special permits granted by the Board of Appeals throughout the years:

- A variance to operate a 180-room motel with a restaurant was granted in 1969
- A variance to increase the number of rooms of the motel from 180 to 226 was granted in 1974
- A special permit to increase the seating capacity for the restaurant to 152 seats was granted in 1982
- A special permit to increase the number of rooms of the motel from 226 to 235 was granted in 1984
- A special permit to build a 6,782SF, 188 seat Margaritas restaurant to replace an existing Denny’s restaurant was granted in 2008

Staff Comments

- Police have concerns regarding left-hand turns being allowed when exiting the property onto Bedford Street. A sign with the message “No Left Turns” should be prominent. Is the rumble triangle enough to deter left turns?
- The Health Division requests that the Planning Board consider requiring that existing ambient noise level be established based on the L90 (90th percentile by a series of measurements taken over a seven-day period. The applicant should also submit a design report conducted by an acoustical engineer licensed in Massachusetts showing how the project will not exceed a noise level of 5dBA above established ambient noise levels at the boundaries of lots with residential dwellings.
- Before any demolition begins, the applicant should provide a pest control management plan to the Health and Planning Offices for review and approval.
- Will the restaurant be able to use the loading docks?
- Bridge connecting buildings shall be at least 14 feet high.
- The Fire Department is requiring access on all four sides of the building. The fire access is proposed to be permeable pavers. The final paving selection will need to be approved by both Conservation and Fire.

- If the retail use will actually be a restaurant, the building should be designed accordingly including grease traps.
- The Conservation Commission and the Engineering Division have required an independent peer review of stormwater, flood plain chp 34, 54g done through conservation. The Conservation Commission requested updated test pit and soils information as the ground water was lower than expected. There is concern that the groundwater levels will make infiltration difficult. Any filling may be difficult because of the flood plain. The peer review results may require revisions to the site plan
- The trail being so close to the wetland should be stabilized stone which allows infiltration as opposed to stone dust which gets compacted.
- DPW will not approve any plans until it is known that the HAWK crossing can be relocated.
- Test pits will need to be dug to determine that the HAWK arm posts can be relocated. The pole foundation will need to fit around underground utilities. The applicant should also coordinate with the Engineering Division. In addition, the bus stop will need to be relocated. The applicant will need to work with the MBTA. Notice regarding the relocation of the HAWK should be provided to the abutters. The Planning board may want to consider requiring the applicant to conduct a meeting with the affected abutters.
- A sidewalk or multiuse path should be provided along the project's entire frontage.
- Given that the HAWK and Bus stop are proposed to be moved an easement providing access to the public should be considered.
- The bio-retention basins should be pushed back so as not to interfere with pedestrian access easement suggested above and with future road development.
- The crosswalk ramps should be built to Town standards which include detectable warning pads.
- Crosswalks to the pedestrian trail an dHC ramps should be provided.

Site Plan Review Design Standards

The project has been reviewed for compliance with Planning Board *Zoning Regulations* for Site Plan Review, §176-9.0.

- **Site Plans (8-20-2021):**
 - All utilities shall be installed underground. When transformers are required, please provide screening and protective barriers.
 - For the accessible off-street parking spaces, please utilize Universal Design
 - For the entrance/exit on Bedford Street, the concrete rumble strip should be replaced with a long center island that physically separates the split driveway.
 - For the off-street parking area in the front of the proposed building, please consider making this one-way to decrease the drive aisle width to increase the outdoor area to aid in street frontage activation.
 - For the roadway between the parking garage and the proposed structure, please consider decreasing with width from thirty feet to twenty feet and increase the amount of permeable area or outdoor social area
 - Off-street parking spaces to the northwest side of the building do not appear to have access to the building without a long walk. It is unclear if there is an entrance at the northwest corner of the proposed structure.

- Please provide details for the top floor of the parking garage. Will this area be covered with solar energy canopies, an enclosed floor, or left open to the elements? If open, please provide snow removal efforts.
- Please provide details regarding waste storage and removal. Dumpster locations should be shown on the plan. Please note any exterior dumpsters should be enclosed with doors and latching devices, which shall remain closed when not in use.
- Please provide information about snow removal. The areas identified for snow storage do not appear to accommodate all impervious surfaces. The Planning Board will expect snow removal within 24-hours after a snow storm event with more than 4-inches.
- Signs should be posted to remind plow where and where not to store snow.
- Please provide information regarding snow removal and maintenance for the twenty-foot-wide emergency access. Snowplowing may damage the ground resulting in a less than desirable driving surface.
- Roadways should be considered to include markings and wayfinding for visitors to the site, which should include information to access both the short- and long-term bicycle parking.
- Pedestrian and bicycles should have a separate parking garage entrance
- The road's intersection between the parking garage and the proposed building has access to the parking garage. Please add a stop and no left turn sign for those leaving the parking garage. Also, please consider modifying or angling the corner closest to the building to prevent vehicles traveling to the parking garage from taking a right-hand turn between the proposed building and parking garage.
- Per § 135-5.1.8, Bicycle Parking Facilities, the project must provide 37 bicycle parking spaces. Please review the plans to ensure that the minimum number of bicycle parking spaces is provided. Such bicycle parking needs to be installed in accordance with § 135-5.1.8.3, Bicycle Parking Facilities.
- Per § 135-5.1.13.11, Electrical vehicle (EV) charging, please show the twenty-six or 4% of the total parking spaces with Level 2 (or higher) electric vehicle (EV) charging stations. and show the location of parking that has appropriate conduits and space for transformers and switchgear to allow for future installation of electric vehicle (EV) charging stations for a minimum of 315 or fifty percent of the total off-street parking spaces, but not more than the total of the newly constructed parking spaces.
- The location and number of accessible parking, bicycle parking, and EV parking should be clearly shown on the plan.
- Parking in front of the building is not allowed unless screened. Please explain how the screening meets the bylaw.
- **Architectural Plans (08.20.2021):**
 - Excessive parking may not be needed. Can a 6th floor of the parking structure be added for conference, office, gym, or restaurant space? The project appears to have unobstructed views of Boston and the surrounded area. Such inclusion could resolve snow removal efforts, and the roof could also serve as a rooftop deck and restaurant or solar.
 - For the first floor, consider making the windows open or roll up to allow indoor use to spill out onto the patio area. Consider this for other areas where outdoor and indoor space can be utilized together (conference areas, restaurants, etc.).
 - It is unclear if there is a ground floor entrance/exit in the rear of the proposed structure. Please consider adding such a type of door that does not cut through the transformer or other such utility room. It would be assumed that outdoor space was provided associated with a decrease in the width of the roadway, and employees would utilize this area.

- On the image sheets of the proposed buildings where lower floors protrude out past upper floors, it appears that some of this roof space is intended as outdoor balconies. Please consider expanding such use or the addition of rooftop gardens throughout the project.
- **Lighting Plan (08.18.2021):**
 - Lighting placement within the front of the property needs to be reviewed to ensure that the light fixture does not align with the windows of the residential homes across the street.
 - Please review the project boundary.
 - Light levels need to be at 0.0.
 - The use of light shields or other devices may be used to reduce light levels at the property boundary on the sides and rear.
 - Given the sensitivity of the wetlands and wildlife the lighting should be warm low lumens preferably well below 4000K and closer to 2,500k.
 - Special attention needs to be paid to the lighting in the parking garage as that light cannot shine out or cause glare to the neighborhood.
 - The lights in the front need to be shielded and cut off so as not to cause glare on the residential abutters.
 - What are the hours of lighting for the property?
 - Review pedestrian crossing areas to ensure adequate lighting is provided for safety.
- **Landscape Plan (08.23.2021):**
 - Attached is a Planning Board landscaping list for your review and consideration for your project. Please remove all fruit, nut, and pitch bearing trees from the walkway and parking lot areas.
 - We appreciate that the proposed project removes paved area. However, plantings in the wetland buffer zone should be native species.
 - Invasive species management should be included in the property's management plan.
 - Please provide wayfinding that compliments the site, plus guides as to how to use the site.
 - Per § 135-5.1.13.9.c, Trees required by this section shall be at least three inches in diameter at a height four feet above the ground at the time of planting. New trees shall be native or hybrid native species. To the extent practicable, existing trees shall be retained and used to satisfy this section.
 - Per § 135-5.1.13.12, off-street parking between the proposed structure and a public right-of-way of Bedford Street is not permitted, except if screened or required for accessible and temporary parking. Please consider the previous comment about making this drive aisle one-way and decreasing the width to allow for the more outdoor pedestrian area.
- **Stormwater Management Plan (08.20.2021)**
 - The Planning Office requests reports and responses provided to the Conservation Commission for stormwater management.
 - These rules cover site design, pedestrian and vehicular access, aesthetics, and utilities.
 - Traffic and Transportation.
 - Northern driveway entrance is designated as TRUCKS ONLY, other drive will be for car entrance and car and truck exit. Please note that multiple driveways are not ideal for pedestrians, bicyclist and motorist as it adds an additional potential conflict point. Crosswalk should be provided across both entrances.
 - The Applicant should consider a bus shelter as the bus stop will be close by.
 - There is concern of the accuracy of the transportation report as the site location is incorrect and some descriptions are not the northern end of Hartwell has very wide lanes and not have marked turning lane. Please note that there is only a portion of side walk on both sides of Bedford. The

MBTA bus routes are currently on a combined schedule and may stay that way for the foreseeable future. Were the traffic counts taken at 440 or 450 Bedford Street?

- The Applicant should consult with 128 BC to see if they have the capacity to add a stop at 440 Bedford. Residents are allowed to take the Rev for a daily fee. The applicant should confirm that residents would be able to access the REV at 440 Bedford.
- The transportation plan suggests that a traffic study of the Hartwell Bedford intersection be conducted after full occupancy. The decision should include this provision and if MassDOT approves the applicant will then adjust the light timing. At the time of certificate of occupancy, the Applicant shall leave money in escrow to ensure that this review is completed within one year of at least 80% occupancy.
- The Parking and Transportation Demand Management Plan should include annual reporting that includes average daily employees and work/shift hours; number of vanpool spaces used/ number of EV spaces used number of parking spaces used; number of parking spaces supplied; statistics of how people get to work.

Submission Materials

Application stamped in by Town Clerk on September 1, 2021, including:

- Form B General Application for Approval of a Major Site Plan Review, dated August 23, 2021
- Attorney's Cover Letter, written by Edmund C. Grant, Attorney at the Law Offices of Nicholson, Streter & Gilgun, P.C., dated August 23, 2021
- Plan Set, titled "Site Development Plans for 440 Bedford Street, Lexington, MA" prepared by Kelly Engineering Group Civil Engineering Consultants, 0 Campanelli Drive, Braintree, MA 02184, prepared for Trammell Crow Company, dated August 20, 2021
 - Sheet 1: "Cover Page"
 - Sheet 2: "Existing Conditions Plan" stamped by Steven M. Horsefall, Land Surveyor No. 41608, dated August 20, 2021
 - Sheet 3: "Layout Plan" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 4: "Demolition Plan" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 5: "Grading Plan" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 6: "Sewer and Drain Plan" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 7: "Utility Plan" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 8: "Detail Sheet" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 9: "Detail Sheet" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 10: "Detail Sheet" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021
 - Sheet 11: "Detail Sheet" stamped by David Noel Kelly, Civil No. 37942, dated August 20, 2021

- Transportation Impact Assessment, prepared by Vanesse & Associates Inc., prepared for Trammell Crow Company, dated August 21, 2021
- Lighting Plan, dated August 12, 2021
- Plans titled “Landscape Plan”, prepared by Halvorson Tighe & Bond Studio, prepared for Trammell Crow Company, dated August 23, 2021
 - Sheet 1: L.0.0 Landscape Plan Overall”, dated August 23, 2021
 - Sheet 2: L1.0 “Landscape Plan North”, dated August 23, 2021
 - Sheet 3: L1.1 “Landscape Plan South”, dated August 23, 2021
- Architectural Plans titled “Site Plan Review”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 1: Cover Page
- Sheet 2: A-101 “Lab Building Level 1 & 2” , prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 3: A-103 “Lab Building Level 3 & 4”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 4: A-105 “Lab Building Level 5 & 6”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 5: A-107 “Lab Building Penthouse & Roof”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 6: A-201 “Exterior Elevations”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 7: A-202 “Exterior Elevations”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 8: A-901 “Exterior Rendering”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 9: AP-101 “Parking Level 1 & 2”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021
- Sheet 10: AP-201 “Parking Exterior Elevations”, prepared by Dimella Shaffer Associates, prepared for Trammell Crow Company, dated August 23, 2021

cc: Lexington Planning Board
 James Kelly, Building Commissioner
 Karen Mullins, Director of Conservation
 Ross Morrow, Assistant Town Engineer
 Tim Flaherty, Assistant Chief, Fire Prevention
 Planning Board Files

Attachments

Attachment 1: Lexington Preferred Planting List